

# SUPERVISOR OF FREIGHTS FOR CAPITAL IS PROPOSED

By BILL PRICE.

The railroad freight embargo on Washington, with no idea how long it will last or how much of a menace to the business and people of Washington it may become, today awakened Washington business men of all classes to the importance of getting together for decisive action at the earliest possible moment.

The Government, too, is vitally interested in the problem. Although its shipments are not embargoed, having priority, they frequently remain for many weeks in Washington freight yards, delaying the Government's activities and adding materially to the placing of embargoes, which are due wholly to the congestion of freight in railroad yards and warehouses. So long as this freight piles up for the Government and private business houses, so long will the embargo continue and gradually endanger both governmental and individual enterprises.

Careful investigation by The Times today brought forth valuable suggestions which may help in the solution of the difficulties, that are expected to grow with the stronger participation of the United States in the war against Germany and her allies. These are:

Appointment by the Government of a freight supervisor in Washington who will have authority to push along and unblock all Government shipments.

Improvement of the drainage facilities of Washington at the earliest moment.

Individual efforts on the part of all consignees to co-operate with railroad officials in carrying away shipments.

Decrease of retail deliveries to Washington purchasers, so that merchants may have opportunity to use their delivery wagons for handling freight consignments.

Construction by the Government of additional sidetracks to meet the freight congestion and to handle troop movements, which now seriously interfere with freight shipments and handling.

Quick Unloading One Remedy.

By unanimous agreement the railroad freight authorities in Washington declare that if all consignments of freight to Washington were unloaded within forty-eight hours after arrival on this city, there would never have been any of these official frank admissions that the railroads themselves are at fault in some instances. Errors are made; trains are held up; shipments are lacking; enormous increases of freight shipments to Washington have not found sufficient men to handle everything without expected human errors. The percentage of fault with the railroads is comparatively small, they claim.

These officials make the claim, not disputed in business circles, that the drainage facilities of Washington are woefully deficient. The delivery companies have encountered problems never dreamed of. They find difficulty in getting trucks and wagons. Worst of all, they find difficulty in getting the man-power to handle the delivery vehicles. On days like these drivers fail to show up for work; horses slip on the icy streets and move slowly. Freight piles up in cars and warehouses. Result: All points notified to refuse shipments to

## Secretary Redfield Appeals For the Clerks

Here is what Secretary of Commerce William C. Redfield thinks of retirement and more pay for Government workers.

It is his message to Congress on the subject delivered in his annual report today.

"The efficiency of some services is impaired by reason of superannuated employees.

"An equitable retirement law would promote efficiency and do justice. The Government is in this respect, so far as its clerical force is concerned, behind the best commercial and industrial practice of the time.

"The present policy is not only penny wise and pound foolish, but at times is the cause of cruel injustice to worthy public servants. Furthermore, it is hardly fair to make fish of one service and fowl of another, to provide retirement for some cases and leave others unprotected.

"The Coast Guard has the retirement privilege, and rightly so, but the Lighthouse Service, the Coast and Geodetic Survey, and the Fisheries Service in their marine work, do with equal risk and difficulty, have not. There is no reason why discrimination should be made against them.

"Because of its very low and poorly arranged salary scale, the Census Bureau has been seriously handicapped for years in performing the duties imposed upon it. During the period from July 1, 1916, to September 30, 1917, it lost 89 officials and employees, or nearly 16 per cent of its entire statutory force. Some of these persons were among the most highly trained and valuable officers of the bureau, and it was with reluctance that their transfers to other branches of the Government were approved. However, in view of the greatly increased compensation which they were to receive, the director of the census did not feel that he could reasonably stand in the way of their promotion elsewhere when he was unable to offer them any inducement to remain in the Census Bureau.

"It is exceedingly unfortunate that one branch of the Government has to part with its highly trained and expert employees simply because it cannot pay them the salaries they are offered for similar service in other branches. I think it will be admitted that they are worth more to the public service in an office in which they have had years of training than in one in which they have had no experience whatever.

"If the bureau is to retain its well-trained employees for the highly important work of the next decennial census period, which begins July 1, 1919, I can not too strongly urge that provision be made for more positions with salaries in excess of \$1,200 per annum and for a rearrangement of the salary list during the next fiscal year. It is my duty to point out that the great work of the census of 1920 (for which preparation is now being made) cannot be efficiently carried on with the working force hampered by the salary list now existing."



SECRETARY REDFIELD.

Washington except foodstuffs, coal, print paper, Government and Red Cross consignments.

The Baltimore and Ohio road has an embargo on full carloads to Washington, but is still handling less than cargo lots; other roads centering at the union freight yards in the south-west removed the L. C. L. embargo a few days ago, but today contemplate restoring it again.

The capacity in the Union freight yards is 600 cars a day. Often 1,000 cars arrive, adding to the confusion. Troop movements are conducted from this yard and when orders arrive of a troop movement the freight tracks must be cleared, the cars shunted to tracks outside of Washington, where they remain for some days, and then shunted back again. Some army officers in charge of these movements of cars and clear the tracks on certain days they do it. Others are not so prompt. They sometimes take two or three days more than requested,

and everything is blocked by the delay.

With the Government co-operating in the Washington congestion by naming a freight supervisor here, this official would aid in troop movements and in getting freight away for the Government departments, which are receiving thousands of carloads each week.

The building of additional tracks on the old Benning road race course would, it was suggested today, help considerably, and probably enable troop movements to be made from there.

Railroad officials say that Government departments and Washington consignees generally, with the exception of wide-awake business men who have traffic managers of their own to constantly follow their shipments, are woefully slow in moving consignments. The business man lays the blame to the transfer companies with which he has contracts. They put the blame on inability to get help.

Railroad officials say they take particular pains to send out advice twice each day of the arrival of freight; they take receipts of the service of these notices, and follow with letters and telephonic calls. There is great accumulation of lumber, building materials, and food. Much of the lumber and building material is consigned to contractors constructing the buildings for the Government. The name of the Government is consigned with an excuse for delays in unloading.

There are several hundred cars consigned to the Government at the Union freight yards that have been there for three weeks. Some of the Government departments have contracts for the removal of the shipments with the same transfer companies that Washington merchants depend upon to get their goods hauled. The contracts are often at unprofitable rates, furnishing a natural tendency to delay.

Another bothersome feature of the congestion is that lumber concerns of Washington, knowing the demand for lumber and building material here, have been shipping carloads consigned to themselves without having made advance sales. Their representatives come here and bargain for sale after arrival, the cars remaining in the freight yards for days and weeks while the dickering goes on.

**Business Men Can Help.**

Railroad men said today that business men can help things materially by personal attention in the yards and warehouses to shipments. The Government could do the same, but does not. That is why one man should be named by the Government to work in clearing the freight congestion.

The National Council of Defense has been suggesting that merchants all over the country curtail their deliveries of purchases to one each day. In Washington there are anywhere from one to four deliveries each day. More than one delivery is believed to be required here because of thousands of new people coming without household and personal supplies, which they need on-loading.

R. P. Andrews, president of the Retail Merchants' Association, is considering methods for uniting business men upon plans of relief. His own establishment does not suffer except incidentally because it does its own hauling.

"If this situation does not quickly improve the stocks of goods of Washington merchants will soon begin to run low," said Mr. Andrews. "This ought not to be permitted in the face of big increases in population and constantly enlarging demands for goods of all sorts."

## BIG FOREIGN TRADE NOW VITAL TO U. S., REDFIELD DECLARES

Provision for adequate salaries and for promotion in the Census Bureau, civil service retirement, for a new Government-owned Commerce building, and for an aquarium for the Bureau of Fisheries, are presented to Congress as the most urgent needs of the Department of Commerce by Secretary Redfield in his annual report.

Officials and other workers are underpaid, the Secretary declares. He says the Government is far behind private practice in regard to retirement. A policy of equal opportunity for women and of promotion in the department is announced.

**Extend Foreign Trade, Plea.**

The Secretary urges passage of the Webb bill for combination in foreign trade, and declares the great store of gold held by this country, the greatest ever held by any country in the world's history, is a great economic prize. He calls attention to the huge balance of trade in favor of this country during the last fiscal year.

With respect to women employees, the Secretary said:

"It is the policy of the department to afford women the same Government employment as men, opportunities as possible, particularly in clerical positions. They are appointed upon the same conditions and with the same compensation as are prescribed for men.

"Great difficulty has been experienced in obtaining qualified male eligible, and an unusual opportunity has therefore arisen for the department of women who pass the civil service examinations. During the past four months women were given 140 out of a total of 217 probational appointments in clerical positions.

**Need Quickly Recognized.**

"It continues to be the definite policy of the department to afford its own employees every possible means of advancement within its own services. It is the practice not to fill vacancies in higher grades by transfers from other departments so long as there are employees eligible and capable of performing well the duties of the higher positions.

"The department desires that in each of its services a knowledge of the operations of the various offices be extended as broadly as possible among the staff so as to encourage the junior employees to learn the work in all its forms that they may be ready for the duties of higher grade positions which may become vacant. The result of this policy appears in the fact that in the last fiscal year the department authorized 1,558 promotions and increases in pay, as compared to 1,376 in the fiscal year ended June 30, 1916, and 838 in the fiscal year ended June 30, 1915.

"There were only ten transfers made from other departments or independent offices at more than the usual entrance salary during the fiscal year ended June 30, 1917. In each case it was specifically shown that the vacancies could not adequately be filled by promotions or transfers within the department.

The Secretary recommends the establishment of free ports, and declares we must push our foreign trade, to hold our gold reserve, and present economic power. Increased foreign trade in the war, he said, means "employment, activity, occupation."

**New Commerce Building.**

Building of a new department of commerce building on the land in the five squares purchased seven years ago for the purpose is urged by the Secretary. The present structure is inadequate, he declares. He cites the grave need of additional building for the Bureau of Standards and certification of its work in Washington. The Pittsburgh building is inadequate, he says, and a new laboratory building for testing equipment and reconstruction of its work is greatly needed. He calls attention to the insanitary and inefficient housing of the Coast and Geodetic Survey in a group of buildings not worth the paint put upon them, and recommends that this bureau be provided for in the proposed new commerce building.

With respect to the Census Office, the Secretary calls attention to the fact that it will soon need a vast amount of additional space because of the approaching census period. He points to the fact that during the last census the bureau was housed in four insufficient buildings and great waste resulted.

**PRESIDENT TOLD CONSCRIPTION OF LABOR IS UNWISE**

Labor conditions as they apply to the War Department and its war preparations was the subject today of an important conference between Secretary of War Baker and Samuel Gompers, president of the American Federation of Labor. Mr. Gompers, it is understood, outlined to the War Secretary the general opposition of the unions to proposals to conscript labor.

The labor situation is increasing in seriousness. The recent decision of the United States Supreme Court, in which it practically characterized as outlaw methods the action of the United Mine Workers, in trying to organize nonunion miners in West Virginia, has inspired a new sentiment. It is expected Congress will be asked to enact laws to nullify this decision.

There is dissatisfaction among the railroad brotherhoods over suggestions that their members may be conscripted. In this connection much prominence was today given to an editorial in the current issue of the Federationist, taking sharp issue with declarations that there is any real shortage of workers.

The editorial says:

"What America's war workers are asking is a square deal. . . . Industrial conscription is incompatible with American institutions and the spirit and purpose of the war."

## Hunting Homes for Houseless, 'Housers' Are Homeless Themselves

The housers are without a house. William H. Baldwin, chairman of a committee to find homes for the thousands that have poured into Washington during the last few months, is looking wildly today for a building to be used as the committee's headquarters. He has looked for a week, without success. There has, as yet, been no suggestion that the committee be disbanded.

## "U. S. GUARD" OF 25,000 FORMED TO AID MILITIA

Organization of the "U. S. Guard," 25,000 strong, to relieve soldiers from police guard work and where necessary to supplement State militia similarly engaged, was authorized by the War Department today. The men will be raised by voluntary enlistments if possible, but the draft will be used if necessary.

The new organization will seek men between the ages of thirty-one and forty-five, but if the draft is used, men between twenty-one and thirty-one, partially unfit for foreign service, will be included.

Officers will be drawn from among those who are not quite fit for foreign duty, and the regular army will be asked to supply some able noncommissioned officers to take the rank of second and first lieutenants in this home guard.

General Carter, head of the Militia Bureau, worked out details of the organization and will be the active head.

The order signed today provides for forty battalions. These men will be used along the water front, supplanting regulars, will enforce the enemy alien proclamations, will guard public utilities where State troops are not sufficient, and will protect war materials, locks, and canals, such as the Sault Ste. Marie.

## RUM EASIER TO GET THAN COAL IN D. C., AVERS NEWCOMER

It is easier to get a barrel of rum in "dry" Washington than to get a few bushels of coal, according to Joseph Atkins, Jr., 2135 L street northwest. Here is what he says:

"For three weeks I have tried to get coal from the dealers. Because I am a stranger to Washington and have not been buying coal regularly I am told that I can't get any. I have tried at ten yards this morning. I want to buy anything from a bushel to several tons. We are entirely without it, and can't get it."

"Have you tried the Fuel Administration?" he was asked.

"Say, that's like asking the Washington Monument. I explained my case to them. All they could tell me was to call on my former dealer. Since I haven't one they don't know what to tell me."

"I would like to bet a person could buy a barrel of rum here a whole lot quicker right now than he could a bushel of coal and it wouldn't cost so much more either."

## 2,000 MEADE MEN SOON TO SEE REAL SERVICE IN FRANCE

About thirty men from the District were among the 2,000 fighters transferred from Camp Meade to Camp Hancock and Greene to make up units for immediate overseas duty. All but three of the men from the District were sent to Camp Greene, a national army cantonment. Others were sent to Camp Hancock, where the national guard of Pennsylvania is concentrated.

The men picked for the Southern camps are skilled either as mechanics, chauffeurs, truck drivers, or tire repairmen, and are needed to complete fighting units.

The three men from the District battalion sent to Camp Hancock were Motor-Engine Machinists Carl H. Peitz and Malcolm A. Stokes and Machinist John H. Meredith. The twenty-seven District men transferred to Camp Greene from the 312th machine gun battalion included Privates Fox, Payne, Keeley, Morgan, Fowler, Fischer, Thompson, Henderson, Morgan, E. C. Kreamer, W. R. Colgrove, Charles H. LeDane, Max Scher, Morris Kraft, M. A. Fisher, Nathan Paris, George Buchna, Arthur L. Guess, Harry Lester, John L. Sullivan, Sabatino, Don Francis, Henry Wellbank, Andrew Fekete, George Carson, James Cleine, William Walsh, Charles E. McCarthy, and Corporal Cassidy.

**LACK OF COAL CAUSING CHILDREN TO FREEZE**

"Charging that children had died from cold and exposure in his district because of lack of fuel Senator William Alden Smith of Michigan in a speech in the Senate this afternoon assailed the United States Fuel Administration in scathing terms.

## BIG SHIPMENT OF COAL DUE IN D. C. TODAY VIA PENNSY

Thousands of tons of coal are today moving toward Washington and early relief in the local coal situation should follow, according to a statement by G. R. Sinnickson, superintendent of the Baltimore division of the Pennsylvania railroad.

This announcement followed some rather adverse comment on the presence of several thousand tons of coal piled up alongside the tracks of the Pennsylvania railroad at Baltimore and the presence of 800 tons in cars on the tracks of the company.

Coal shipments to Washington are given precedence over others for the time being, said Mr. Sinnickson.

The superintendent claims that he has been reporting to the local fuel administrator the arrival of all shipments of coal, but Ferdinand A. Meyer, State fuel administrator, says he has been unable to secure the co-operation of the Pennsylvania railroad officials in relieving the situation. His letters to the superintendent, he says, brought no reply.

Forty cars of coal for Washington dealers are standing on sidings at the Eckington yards of the Baltimore and Ohio railroad, awaiting unloading. Others are on the various coal dumps about Washington.

In the face of this situation the Senate Committee on Manufactures began this morning an investigation of national coal and sugar shortage. The committee will undoubtedly go into the situation in the District.

The coal famine here will seriously interfere with work on munitions at the Washington Navy Yard unless it is remedied shortly, it was declared at a meeting of Columbia Lodge of Machinists last night.

**GARFIELD, NETTLED OVER COAL SEIZURE IN OHIO, THREATENS DRASTIC STEP**

Fuel Administrator Garfield plainly angered over seizures of coal in Ohio by Governor Cox, threatened to take summary measures today. Withholding of fuel from Ohio unless Cox co-operates with Garfield, through State Fuel Administrator Johnson is a possibility.

Garfield today sent a telegram to Governor Cox "respectfully but firmly" requesting that Cox cease interfering in the coal shortage in that State.

"Governor Cox makes himself liable for such seizures of coal," said Garfield. "If any serious loss results to the people of Ohio through his actions he can blame only himself. The public interest clearly dictates that the State fuel administrator, the only person with proper authority to handle the situation, should be free to do it."

Garfield telephoned Cox yesterday and pleaded for co-operation to avert the serious coal shortage there. Garfield discussed the situation with both Ohio Senators here. He also telephoned Johnson to hurry relief measures.

Cox's charge that E. C. Baird, Garfield's representative at Cleveland, was putting up coal prices was bitterly denied at the fuel administration here today.

Hinting that politics was responsible largely for the Ohio governor's actions, Garfield's office pointed to Indiana, where similar conditions exist, but which has not "raised the hoiler Cox has."

**LITTLE COAL IN BALTIMORE.**

BALTIMORE, Md., Dec. 12.—The coal shortage here is becoming more serious daily. Today the United Railways Company announced that owing to the fact that their coal supply is very small, street car service is being curtailed. Unless coal is secured today but few cars will be running by nightfall. The Consolidated Light and Power Company was forced to suspend operations for a time.

The Baltimore Drydock and Shipbuilding Company, which is engaged on Government work only, is one of the patrons of the company that closed down yesterday as a result of the order. More than 3,500 men were thereby out of work.

PITTSBURGH, Pa., Dec. 12.—Local manufacturers will hold a conference today or tomorrow to determine what steps to take to remedy the coal situation here, which, according to Government experts from Washington, may mean closing down certain plants and the loss of Government contracts unless immediate and drastic methods are adopted.

It is suggested that domestic consumption of electricity be curtailed and street lighting service be limited to partially remedy the situation.

## "If You Don't Like What I Say About Kaiser, You Can Go to Hell"—Billy

ATLANTA, Ga., Dec. 12.—Billy Sunday and Satan are about to come to blows. In his sermon here last night the great evangelist ranked the personification of evil as low in the moral scale as Bill Hohenlohn, of Germany, and Atlantaans are confidently awaiting with shivering spines a personal contact between the arch enemies, Billy and the devil.

Billy assumed his inimitable fighting attitude. "I hear that many people are saying that they don't like what I have to say about the Germans. If you don't like it you can go to the devil. I'd like to see the color of the man's hair that can censure what I say about, that degenerates a bunch, I'll see you in hell first."

German sounding names are not popular these days even with some of their own bearers. Sufficient reasons having presented themselves, application for change has been made in the District Supreme Court by Carl Vincent Habenicht, who wants to be known in the future as Carl Gordon Harding. No specific reason is given by Habenicht for the desired change of name, but it is understood that he intends to become an aviator in the service of the United States, and that he has an idea that his name ought to be changed accordingly.

Harris Schmulevitz, a tailor, of 1719 Twentieth street northwest, wants to be known as Harris Smallwood. He says he and his children are thoroughly Americanized, and that his foreign-sounding name is a drawback to his business and social career.

## TWO APPLY TO COURT TO AMERICANIZE NAMES

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